



City of Seattle

FAQ on SR 520 construction permits and 2nd Bascule Bridge

Does the issuance of permits mean the second Montlake Bascule Bridge will be built?

No. As called for in the [Memorandum of Understanding](#) (section 2.3.1) between WSDOT and the City of Seattle, WSDOT is currently working closely with the City to identify a process for determining whether the second bascule bridge is needed, and if so, the timeline and process for construction.

What is the process for determining whether a second bridge will be needed, and will the public have an opportunity to review and comment on the work that WSDOT and the City are doing?

A technical working group made up of representatives of the City of Seattle, WSDOT, and King County Metro have been meeting on a regular basis to establish potential “triggers” to help City and State officials determine whether conditions on the Montlake Bridge indicate that a second bascule bridge is needed at this time. The working group is developing triggers related to bicycle and pedestrian travel across the Montlake Bridge, transit travel along Montlake, and general purpose traffic on SR 520. The work group is assessing, from a technical perspective, the current conditions for each mode, a look ahead to how conditions may change for each of those modes over the next several years, and the degree of impact or benefit a second bridge might have for each of the modes. Once the analysis is complete, the information will be used as a basis for a policy discussion on the need to construct a second Montlake Bridge. That discussion will include opportunities for the community to review, comment, and provide perspective on the trade-offs inherent in the policy decision. It is expected the public conversation will begin later this spring.

Why are City of Seattle shoreline permits needed?

Under the City of Seattle’s land use code and Washington State Shoreline Management Act, shoreline permits are required for any work within 200 feet of local shorelines, or in adjacent shorelands.

Why apply for multiple shoreline permits?

WSDOT submitted a total of nine (9) master use permit applications for the four (4) separate bridge structures and the five (5) associated mitigation sites. As each of the four bridge projects are unique structure types and occur in distinct shoreline

environments, Seattle Department of Planning and Development (DPD) and WSDOT staff agreed that it would be appropriate to submit separate permit applications for each of the bridge projects and their associated mitigation sites.

Why submit applications for City of Seattle shoreline permits for the entire SR 520, I-5 to Medina Project when there is not full funding in place?

WSDOT must obtain all local shoreline permits for the entire SR 520, I-5 to Medina Project prior to constructing any single phase of the SR 520, I-5 to Medina Project:

- In order to build the floating bridge, which is fully funded, WSDOT must obtain a Section 401 Water Quality Certification and Coastal Zone Management Certification (CZM) from the Department of Ecology (Ecology), a Section 404 and Section 10 permit from the Army Corps of Engineers (Corps), and a General Bridge permit from the Coast Guard.
- Before the Federal Corps and Coast Guard permits can be issued, the State Section 401 Water Quality Certification and CZM must be issued by Ecology.
- Before issuing the CZM, all local shoreline permits must be issued and submitted to Ecology.
- The Federal and State permits cover the SR 520, I-5 to Medina Project in its entirety. This means local shoreline permits must cover the entire project action (even those components that are not yet fully funded) before the CZM can be issued to satisfy the Corps and Coast Guard requirements to issue their permits.